

well as in our dress." We notice that the prevailing color for wheels is red, and that the fashion of velocipedes "hastens away." To only remarkable features of masculine attire are variegated neckties and spring overalls. Most of the Cubans who paraded Broadway a few weeks ago, with white Panama hats and heavy winter overcoats, have mysteriously disappeared.

Brooklyn and Progress

It is pretty evident that New York is gradually moving toward its suburban territories in Brooklyn, Staten Island and New Jersey. The flow of population is tending very rapidly in those directions; but Brooklyn appears to attract the largest portion of our people, who either cannot be accommodated here, or who are anxious to be relieved from the pressure of bricks and mortar, and want the free air which floats into Brooklyn from the broad Atlantic. Now, it is clear that the speculators in real estate on Manhattan Island have lately been somewhat embarrassed in their calculations as to the value of property by the movement in the direction of Brooklyn. Property there is cheaper than in New York, and it is rapidly gaining equal advantages by the improvement of the streets, the Prospect Park, the steam ponds in winter, the fine drives and boulevards which invite fast people and slow people in summer—the fast ones who love to try the mettle of their teams on good roads, and the slow ones who like to enjoy the splendid landscapes which surround them everywhere. These are some, but not all, of the charms of Brooklyn.

New York and Brooklyn are destined to become twin cities. The East river bridge will of course be the connecting link joining these Slaves twins, but it may require an act of the Legislature to make them one in a corporate form—to place them both under one Mayor and one Common Council, and thus practically elevate Brooklyn to the enviable position of a part of the great metropolis. London, although divided by the Thames, is all London still. Southwark and Sydenham and the other portions of the city on the other side of the river are as much a part of the English capital as the vicinity of Temple Bar and Trafalgar square. It will come to pass in our day, in like manner, that Brooklyn and Jersey City and Staten Island will be united to New York by bridges, and then we may have but one municipal government, and one political "ring" instead of many, to look after—a blessing most devoutly to be wished for. Our two rivers will then be, like the canals of Venice, more water passage ways from one part of the city to another. After all, what more are they now? The representatives of the labor, the industry and a good deal of the wealth of this city have their homes either in Brooklyn or Jersey City. And they are there by necessity, because they cannot find homes in New York as cheap and as convenient. The man who lives within his moderate means cannot afford to pay the rents demanded in New York for a residence adequate to the comforts of a home, and hence it is that people prefer to have a house of their own in Brooklyn rather than occupy rooms in a domicile which, however elegant it may appear, is little better than a tenement house.

Brooklyn, in point of population, is the fourth city in the Union. Her progress for the past ten years has been, perhaps, one of the most remarkable examples of the rapidity with which our large cities increase in population, in area and in civilization. She has new all the benefits of this metropolis at her command. Our theatres, our concert halls, our art galleries, our Park, our Broadway stores and Broadway promenades are at her door. Our progress, in short, belongs to her, and she cannot fail to avail herself of it. When the bridge is completed we shall be one city in reality, as we are already in everything but in name.

The New Method of Teaching History and a New Way of Putting It.

The Chicago Republican states that they have a Polish scholar in that city who has originated an entirely new method of teaching history, and advises the Board of Education to give him a hearing. But what will the learned professor think, if he can read English, when he finds appended to the above recommendation a sentence like the following:—"Nevertheless, the new law has its drawbacks, as landlords will find to their cost, unless extra vigilance be exercised as to what is going on in their leased premises." If this new system of teaching history is to require extra vigilance on the part of the landlords, why endorse it? It was to be supposed that Chicago landlords had become hardened or indifferent as to what was going on in their leased premises, judging from recent reports of unseemly practices in some tenements. But the ways of the Chicagoes are mysterious. They have been endeavoring to make history for the last twenty years, and now they have a Pole to help them—to push them forward on a new plan, as a Mississippi flatboatman pushes his craft against the middy stream. It is, however, a middy and a muddled affair all round.

REMOVAL OF THE NATIONAL CAPITAL.—

Western papers are again urging the necessity of removing the national capital to some point nearer the center of the Mississippi valley. They declare that the completion of the Pacific Railroad brings the Pacific coast nearer to Chicago, St. Louis or Omaha than to the city of Washington. Hence we may anticipate a pretty strong pressure from California, Oregon, Nevada, together with the Rocky Mountain and Pacific States yet to be organized, in connection with the power of the older Western States, in favor of such a project. But it is all idle to talk about the old or new West becoming for at least half a century the centre of civilization and enlightenment on this Continent, whatever it may be geographically. Steam and electricity have recently brought all sections of the country into a closer alliance than ever before, and if a change of the government capital be required at all it is to transfer it to the city of New York, which is the practical, absolute, social, financial, commercial and scientific head and centre of the American Continent.

FATAL ACCIDENT.

Francis Curran, aged fourteen years, living at the corner of Eleventh avenue and Thirty-second street, was last night knocked down and run over by engine No. 13, of the Hudson River Railroad. Curran, at the time of the accident was endeavoring to cross the track, was fatally injured, and taken to Bellevue Hospital.

TELEGRAPHIC NEWS

FROM ALL PARTS OF THE WORLD

Reduction of American Tonnage Dues in Cuba.

HAVANA, May 22, 1869.

In future all American vessels entering the ports of Cuba will be charged the same tonnage dues as on Spanish vessels.

The rains which have prevailed here for the last few days have ceased.

Congress of Japanese Princes Called by the Mikado.

YOKOHAMA, May 22, 1869.

The condition of political affairs was unsatisfactory. The Mikado had left Kioto for Jeddah, where a general congress of the princes of the empire was expected to assemble, by command of the Mikado, in a few weeks.

EXPECTED NAVAL ATTACK ON HAKODADI.

YOKOHAMA, May 22, 1869.

A steamer belonging to the Japanese government was blown up while anchored off Jeddah. The powder magazine was accidentally ignited. It is reported that sixty lives were lost.

The opening of Jeddah remained a dead letter, owing to a blunder of the government, which placed every difficulty in the way of business being freely transacted. The urgent remonstrances of the foreign ministers had caused the Japanese government to take steps to remedy the current evil.

The business in Yokohama markets was limited. Gray shirtings and cotton yarn from under favorable home advices. Fancy goods extremely depressed. Silk quiet, but firm. No change is anticipated until the new season, which commences in July.

The tea market was quiet and the arrivals small. The stock on hand consisted of low grades only, offering no inducement to purchasers. Prices were nominal, and no change was anticipated before the opening of the new season.

Exchange on London, 4s. 7½d. on Paris, 58s.

The United States steamer Ashuelot and Aroustook were at Yokohama when the China sailed.

The following Chinese advices are received:—

The funeral ceremonies of Major General Franker, commander of the English forces in China and Japan, and Lieutenant Governor of Hong Kong, took place on the 27th of March, with full military honors, the English, American and other naval officers taking part in the procession.

The American Minister was shortly expected at Shanghai from the South. Besides visiting Canton it was his intention to place a Vice Consul in Hainan as soon as he could communicate with the Governor of Peking. Mr. C. D. Williams, a well known resident of China, had been selected for the post.

Advices from Peking are to the effect that a terrible drought was prevailing, and unless rain fell soon serious damage would result to the crops. The Emperor visited the temples daily for the purpose of offering prayers for rain.

Several Manchus had broken into the imperial treasury and plundered it of 9,000 taels silver.

Velocipedes are numerous in Shanghai.

Canton advices report that the weather continues unfavorable for the new tea. Some tea men assert that the whole of the first crop is seriously damaged.

The United States steamer Onida was at Hong Kong.

The ship Piscaqua sailed from Hong Kong on the 16th of April.

Business at Hong Kong was unusually dull. Exchange on London 4s. 6½d. Opium—New Fatna, \$640; new Bonanza, \$607 50; old Fatna, \$625; old Bonanza, \$625; these quotations were nominal; Malacca, \$600; grey shirting, 2½s. 6d.; drills, 3½s. 6d.; cotton yarn, 1½s. 6d.

THE NEW DOMINION.

Failure of the Royal Canadian Bank—Excitement Subside.

TORONTO, May 22, 1869.

The excitement attending the failure of the Royal Canadian Bank is subsiding. The bills are selling at from eighty to ninety cents. The directors have issued a circular urging bill holders and depositors not to be alarmed, as there is not the slightest danger of loss to them. Hopes are entertained that within a short time the business of the bank will be resumed. The statement of the affairs of the bank for the month ending the 15th of May is as follows:—Total liabilities \$1,400,000; total assets \$1,399,334. There is no run on any of the other banks.

ALABAMA.

Presbyterian General Assembly of the South.

MOBILE, May 22, 1869.

The Presbyterian General Assembly of the South met on Thursday, the 20th inst. Rev. Dr. Robinson, of Kentucky, was elected Moderator; Rev. H. H. Faine, of Mississippi, was adopted. Rev. Dr. Waddell, of Mississippi, preached the opening sermon. There were over 100 commissioners in attendance from the Southern States and the West. The report was chosen for the next place of meeting. The reports show that there are 250 students in the course of preparation for the ministry, about twenty foreign missionaries, and a projected building of a new and vigorous efforts to sustain the feeble churches. A committee was appointed to mature plans for the betterment of the Southern States. Rev. Dr. Praxear, of South Carolina, is chairman.

KANSAS.

Arapaho and Cheyenne Indians Going Upon their Reservation—Important Railroad Enterprise.

ST. LOUIS, May 22, 1869.

The Republic learns that the Arapaho Indians and a few of the Cheyennes have come into Camp Supply, south of Fort Dodge, Kansas. Orders have been sent forward to furnish them with provisions. Colonel N. D. Wilson, with a detachment of the Fourth cavalry, was about leaving Fort Dodge to place the above named Indians on their reservation. Judge Parsons, president of the Kansas branch of the Kansas Pacific Railroad, reports that the people of the Nebraska Valley have organized a company to build a railroad from Emporia, Kansas, to Holden, Missouri, which will put Southern Kansas in connection with St. Louis by a route 150 miles shorter than the railroad connection of the same region with Chicago. From Emporia, southwest, the contemplated road will pass through the dense Indian lands to Albuquerque, New Mexico. The road will traverse some of the finest agricultural and grazing land on the Continent.

TENNESSEE.

Adjournment of the Memphis Commercial Convention.

MEMPHIS, May 21, 1869.

An evening session of the Commercial Convention was held, at which several committees provided for in the morning session, were announced. A resolution requesting Congress to put the telegraph system of the country under the control of the Postoffice General was adopted. The convention adjourned on Friday.

GEORGIA.

A Sensation Stirred Spelled—How Rumors of Ku-Klux Outrages are Manufactured.

ATLANTA, May 22, 1869.

Edwin Belcher (colored), an assessor of the Third district, publishes a card in this morning's *Chronicle and Sentinel* in reference to his letter published in the *Washington Chronicle* and *New York Tribune*, detailing the murder of Mr. Stone, one of the expelled members of the Legislature, and the negro man who was with Mr. Adams when he was killed. Mr. Belcher says that the letter was a private one to Charles Sumner, and regrets its publication. Special dispatches from Atlanta to republican papers North announced the murder of these two men by Ku-Klux. But there is no foundation for the report, the outrages being worked up to serve the ends of certain parties in the State who are fearful of being deprived of their offices under the State government.

CHINA AND JAPAN.

Arrival of the Steamer from Hong Kong—Unsatisfactory Condition of Affairs in Japan—Barrages Surrounding their Rights of Sovereignty—Movements of the Imperial Fleet—Explosion of a War Steamer at Jeddah—The Tea Market—Floods in China—Robbery of the Japanese Treasury.

SAN FRANCISCO, May 20, 1869.

The steamer China, from Hong Kong, April 19, and Yokohama 30, has arrived. She experienced a heavy monsoon on the route to Yokohama, and from thence straight southwest winds to this port. She brings 1,310 passengers and 1,310 tons of cargo. The passengers for New York are Thomas Ely, F. J. Comstock, J. Parsons, the Rev. Mr. Todd and wife, Captain J. G. O'Leighon, C. D. Southall, John C. Howard and Louis Vallidier. For Europe—Captain Denny, R. A., and six others. The China brings the following Japan advices:—

The condition of political affairs was unsatisfactory. The Mikado had left Kioto for Jeddah, where a general congress of the princes of the empire was expected to assemble, by command of the Mikado, in a few weeks.

The report that several of the leading Daimios had been assassinated and their rights and privileges to the Mikado was confirmed. The Imperial fleet had left for Hakodadi to attack and oust the Tegawa clan, but owing to an accident to the machinery of the ram, the vessel was forced back and anchored at Uragay. Great excitement prevailed at Hakodadi in expectation of the attack by the forces of the Mikado. One of the leaders of the Tegawa was assassinated for advocating surrender to the Mikado.

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ANOTHER RAILROAD HORROR.

Explosion of a Locomotive on the Mount Holly and Burlington Railroad at Mount Holly, N. J.—Three Men Killed and Several Wounded—The Engine Throws Off the Wheels Into the Creek—Scenes and Incidents.

THE quiet, thriving little town of Mount Holly, N. J., twenty-three miles from Burlington and twenty-three from Trenton, was on Friday thrown into an awful state of excitement and consternation by one of those calamities and fatal railroad accidents which of late have been so frequent throughout the country.

The disaster occurred during the forenoon of Friday, and every effort was made by the railroad and telegraph authorities to hush the unfortunate affair in order that neither the press nor the public might learn the particulars of the bloody catastrophe. Indeed, so anxious were they in this respect that no intelligence was received in Trenton till yesterday afternoon, and even then no information could be obtained at either depot that might shed any truth on the real condition of things. On visiting the scene of the fatal calamity yesterday a spectacle of such a nature as to present almost terrible prospects to the contemplator. For about thirty yards the track was literally ploughed up, the rails wrenched from the ties and bent and broken in numberless places. The road was strewn with overturned mari wagons, and the disintegrated engine lay in the creek about ten feet below the track and almost covered with water. It was quite rusty, and seemed to have been lying there for some time.

The dreadful accident occurred about ten o'clock on Friday forenoon, and from the information ascertained it appears that the ill-fated engine No. 39 was proceeding with a train of nineteen cars, loaded with between three and five tons each of mari, from the pits about five miles below Mount Holly, to unload at a point equidistant from the latter place and Burlington. There were nine men on the train at the time, including the railroad operatives. The train arrived safely at Mount Holly, and was proceeding across the bridge over the creek that runs through the town when the melancholy disaster occurred. The first intimation of the event received by the inhabitants was a terrific shock, which actually shivered several of the adjacent dwellings and was heard all over the neighborhood. When the explosion occurred the engine jumped from the car a height of several feet, tearing away the boughs of some overhanging trees and falling into the creek. The brakeman was blown a distance of twenty yards into a meadow and miraculously escaped with a broken arm and a slight laceration of the legs; but the engineer, conductor and fireman were hurled and some of the trainmen were killed or severely wounded. The engine and train were scattered, and never availed to consciousness. They have since died. The rest of the occupants of the train escaped with slight bruises.

The following are the names of the killed and the more seriously injured:—

Job Gaskill, engineer, killed; leaves a wife and four children; taken to his home at Bordentown yesterday.

John Sailer, conductor, killed; leaves a wife residing at Mount Holly.

Charles Platt, fireman, killed; leaves a wife and two children. Taken to his former home at Plainsburg.

Edward Jones, brakeman; arm broken and leg crushed. Taken to his home at Vinocourt.

The place was visited yesterday by crowds of sympathizing citizens and people from the surrounding localities. About fifty men were employed in removing the old and broken rails and replacing them with new ones, as well as removing the piles of mari that overwhelmed the heaps of coal along the edge of the railroad.

The cause of the unfortunate occurrence is variously accounted for. Some say there was too great a pressure of steam on; others ascribe it to lack of water, as the boiler was almost red hot when the people arrived at the creek. But the most probable solution to the whole affair is the worn out condition of the engine. It is understood to have been run through three times a couple of years ago, and continued having been used on the road for some time since. The engineer was six years in the employ of the company, over five of which he acted as fireman, and he is generally spoken of as a man of sober habits. The road is known as the Burlington and Mount Holly or the Camden and Burlington Railroad. It is now merged into the Camden and Albany.

A coroner's jury was empaneled yesterday morning, and after visiting the bodies adjourned till Monday morning next, when the investigation will commence.

The melancholy occurrence has spread a gloom over the whole neighborhood, and for miles around nothing is talked of but the suddenness and fatality of the dreadful accident.

TELEGRAPHIC NEWS ITEMS.

Ten thousand bushels in bulk of wheat, a part of a 100,000 bushels shipment from St. Paul, Minn., for Liverpool via New Orleans, arrived at St. Louis yesterday.

Nichols & Lyndes' brick block in Flatbush, N. Y., occupied by Hyman Brothers and Mass Wolford, was destroyed by fire yesterday morning. Loss \$20,000; insurance \$12,000.

The miners of Scranton, Pa., held a formal meeting yesterday on the question of suspension. The vote was 100 against suspension, 40 in favor, and 40 abstained. This is decisive. There will be no suspension there.

The men who robbed the Harnden Express messenger in Baltimore a few days since were arrested yesterday morning. The robbers were arrested in the woods near Scranton, Md. All the money and valuables were recovered.

Corbin, of Buffalo, was horribly crushed yesterday by a block of marble, which fell upon him. One of his legs was amputated at the thigh and the other below the hip. It is hardly possible that he will live.

Governor Hoffman has appointed the following commissioners to locate the proposed New State Prison:—Joseph Warren, of Erie; Robert Earl, of Herkimer; Charles H. Winfield, of Orange; Gaylord B. Hubbell, of Westchester; Theodore W. Dwight, of New York.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, May 22.—P. M.—Consols closed at 93½ for money and 93½ for the account. United States Six-twentieths quoted at 79½. Railway stocks steady. Erie, 10½; Illinois Central, 8½.

PARIS BOURSE.—PARIS, May 22.—Evening.—The Bourse is quiet. Rentes 72, 72½.

FRANKFURT BOURSE.—FRANKFURT, May 22.—Evening.—United States bonds are firmer and higher, at 85½ for the old issue.

LIVERPOOL COTTON MARKET.—LIVERPOOL, May 22.—P. M.—The market closed dull at the following quotations:—Middle uplands, 11½d.; middling Orleans, 11½d. The sales of the day foot up 7,000 bales on spec and order.

HAYES COTTON MARKET.—HAYES, May 22.—Evening.—Cotton closed dull and unchanged, for both on spec and order.

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, May 22.—Petroleum spirits declined to 6½d. per gallon. Refined steady. Turpentine 7½d. 9d.

LIVERPOOL COTTON MARKET.—LIVERPOOL, May 22.—Cheese advanced to 82s. per cwt. Other articles quiet and unchanged.

PETROLEUM MARKET.—ANTWERP, May 22.—Petroleum quiet; standard white, 47½s.

DEPARTURE OF STEAMSHIPS.

The following steamships left this port yesterday:—

The Enfield, Captain Thompson, for Liverpool and Queenstown, with 26 cabin and 60 steerage passengers, and a full cargo of general merchandise.

The City of Brooklyn, Captain Brooks, for Liverpool and Queenstown, with 120 cabin passengers and others in the steerage, and a full cargo of cotton and provisions.

The George Washington, Captain Gager, for New Orleans direct, with 15 passengers and a full cargo of general merchandise.

The Manhattan, Captain Woodhull, for Charleston and Florida ports, with 27 cabin and 2 steerage passengers, and three-quarters of a cargo of general merchandise.

The Isaac Bell, Captain Bourne, for Norfolk, City Point and Richmond, with 26 cabin and 2 steerage passengers, and two-thirds of a cargo of general merchandise.

LITERATURE.

Reviews of New Books.

THE OLD TESTAMENT HISTORY. From the creation to the return of the Jews from captivity. Edited by William Smith, LL.D., Classical Examiner in the University of London. With maps and wood cuts. New York: Harper & Brothers, publishers, 1868.

As a work for students this work is assuredly the best "text book for the illustration of Old Testament history" that exists at the present time. It is written in an easy, interesting style, giving all the facts narrated in the Old Testament, with copious and valuable notes. We have no doubt that many of the speculations which the author indulges in can be easily refuted; indeed, the only objectionable feature in the book is these speculations. For instance, we are told that the attempt to build a city with its top reaching to heaven, or, in other words, the building of the city and tower of Babel, has been several times attempted since in the name of universal empire. Three times was it made on the "very spot" by Nebuchadnezzar, Cyrus and Alexander. It has been repeated in the empire of the Romans, and in its attempted revival by Charlemagne and Napoleon. The connection of the last names with the subject is sheer nonsense, and excludes the analogy of the tower of Babel. It is to be deplored that in an able work, such as this, intended for the use of students, anything so palpably untrue is introduced. It is a pity that the same kind of speculations, the author being at times unaccountably reckless in his assertions, is a noticeable feature to which we have alluded could be eliminated this book would be unequalled by any other of its kind. Even as it is, it is a most valuable production. The mechanical execution is as usual with all the books published by the Messrs. Harper, very excellent.

THE NEW WEST, CALIFORNIA IN 1867-68. By Charles Loring Brace. New York: G. P. Putnam & Son.

We cannot imagine for what purpose Mr. Brace has written this book. Written records of travel and adventure are worth but little to the public if they contain nothing new. The first duty of the tourist author is to depict scenes which have never before been seen, or, at any rate, very seldom—been described.

It is likely that the Bayard Taylor would make a trip to Europe at this time, and on returning publish a book containing nothing fresh than descriptions of St. Paul's Cathedral, Hyde Park, Windsor Castle, the Tuileries, the Triumphal Arch and other like subjects with which our great grandfathers were made familiar by other tourists? We think not. Are we not as familiar with the characteristics of the people of San Francisco as we are with the appearance of the Vatican at Rome? Has not the old story of gambling in mining stocks in California been told over and over again? Has not the Valley of the Yosemite been "done to the death" by a hundred writers? Have we not read of the Digger Indians and those blessed Chinese written up for our literary edification at least one thousand times? Even so, the California of 1867-68 is a new world, and a new world is a new world.

Mr. Brace does not remain at Hastings-on-Hudson and written this book just as well without going to the expense of visiting California, which would have cost him a good deal of money, and which would have cost him a good deal of money, and which would have cost him a good deal of money.

Mr. Brace has confined himself to a mere repetition of what others have said, and said as well. Even those who have occasionally read the San Francisco newspapers without having seen the country of California, this volume of nearly four hundred pages will not convey much information. We really admit that it is well written, and that it will prove interesting to all who have never read anything about California (and, no doubt, there are many such), but it is not a book of little value.

THE CHANGED BRIDES. By Mrs. Emma D. E. N. Southworth. Philadelphia: T. M. Peterson & Son.

We doubt if there is a more prolific writer in the United States than Mrs. Southworth. New novels from her pen follow each other with a rapidity almost bewildering. "The Changed Brides" is written in the easy, fluent style